

Sub E37  
B1  
A (amended) A traffic law enforcement system

wherein at least two enforcement units having license plate readers are spaced apart a given distance;

wherein at least one central computer receives inputs, including license plate numbers of vehicles which pass the license plate readers, from the at least two enforcement units; [and]

wherein the at least two enforcement units and the at least one central computer cooperate to calculate an average velocity of a vehicle which passes between the at least two enforcement units, using a look up table including data necessary to determine a violation of a calculated average speed limit between adjacent and non-adjacent enforcement units, and the inputs of a) [drivable distance between] the identity of enforcement units which transmitted matching license plate numbers, and b) [posted speed limit data between enforcement units which transmitted matching license plate numbers, and c)] time lapsed between the transmission of the matching license plate numbers to the central computer and,

wherein, within a predetermined amount of time, the license plate numbers are deleted from memory when a match is not determined.

Sub E47  
B2  
3. (amended) A traffic law enforcement system having at least two enforcement units at at least two locations and a central computer, wherein

the at least two enforcement units read identifying indicia from passing vehicles at the at least two locations and transmit at least the identifying indicia to the central computer; and

wherein

the central computer:

a) associates a time of the transmission and a location of the source of the identifying indicia such that when the central computer recognizes that an identifying indicia was received which matches another identifying indicia received earlier in time and within a predetermined maximum time period, the central computer accesses a look up table, the look up table including

i) an estimation of a shortest-travel-time-drivable distance between the at least two enforcement units which sent the matching identifying indicia and,

ii) an estimation of the maximum average permissible velocity between the two locations, the estimation generated, at least indirectly, from speed limit data corresponding to road segments which defined the minimum travel-time-drivable distance between the at least two locations;

b) calculates the average speed of an alleged vehicle which passed between the at least

B2  
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two locations; [and]

c) compares the maximum average permissible velocity with the average velocity of the vehicle for the purpose of determining whether the vehicle exceeded the maximum average permissible velocity between the at least two locations; and

d) <sup>within</sup> at a predetermined time interval, deletes the identifying indicia from memory.

Sub E5 7  
5. (amended) The system of claim 3, wherein a signal is sent to the enforcement unit which was last in time to send matching identifying indicia to cause the [enforcement unit to] capture of an image of the vehicle having the matching identifying indicia for enforcement purposes.

B3  
6. (amended) A traffic law enforcement system

wherein at least two enforcement units having license plate readers are spaced apart a given distance;

wherein at least one central computer receives inputs, including license plate numbers of vehicles which pass the license plate readers, from the at least two enforcement units;

wherein the at least two enforcement units and the at least one central computer cooperate to calculate an average velocity of a vehicle which passes between the at least two enforcement units, using the inputs of a) the identity of enforcement units which transmitted matching license plate numbers, and b) time lapsed between the transmission of the matching license plate numbers to the central computer and

wherein at least three enforcement units cooperate with the at least one central computer to identify a vehicle whose average velocity is calculated across the path of the at least three enforcement units and in which at least two images of the vehicle are recorded at different locations for evidentiary purposes.

Sub B2  
Sub E3  
7. (new claim) The traffic law enforcement system of claim 6 wherein:

the system stores license plate numbers and place and time information into a central database, and,

when a match is found, the system captures and stores a graphical image and associated information, and then reinjects license plate data into the central database together with an associated flag which points to the captured video image of the first match so that a subsequent violation can be associated with a prior violation, thereby enabling law enforcement officials to easily select among stored evidence, and choose the evidence which they may use to support a